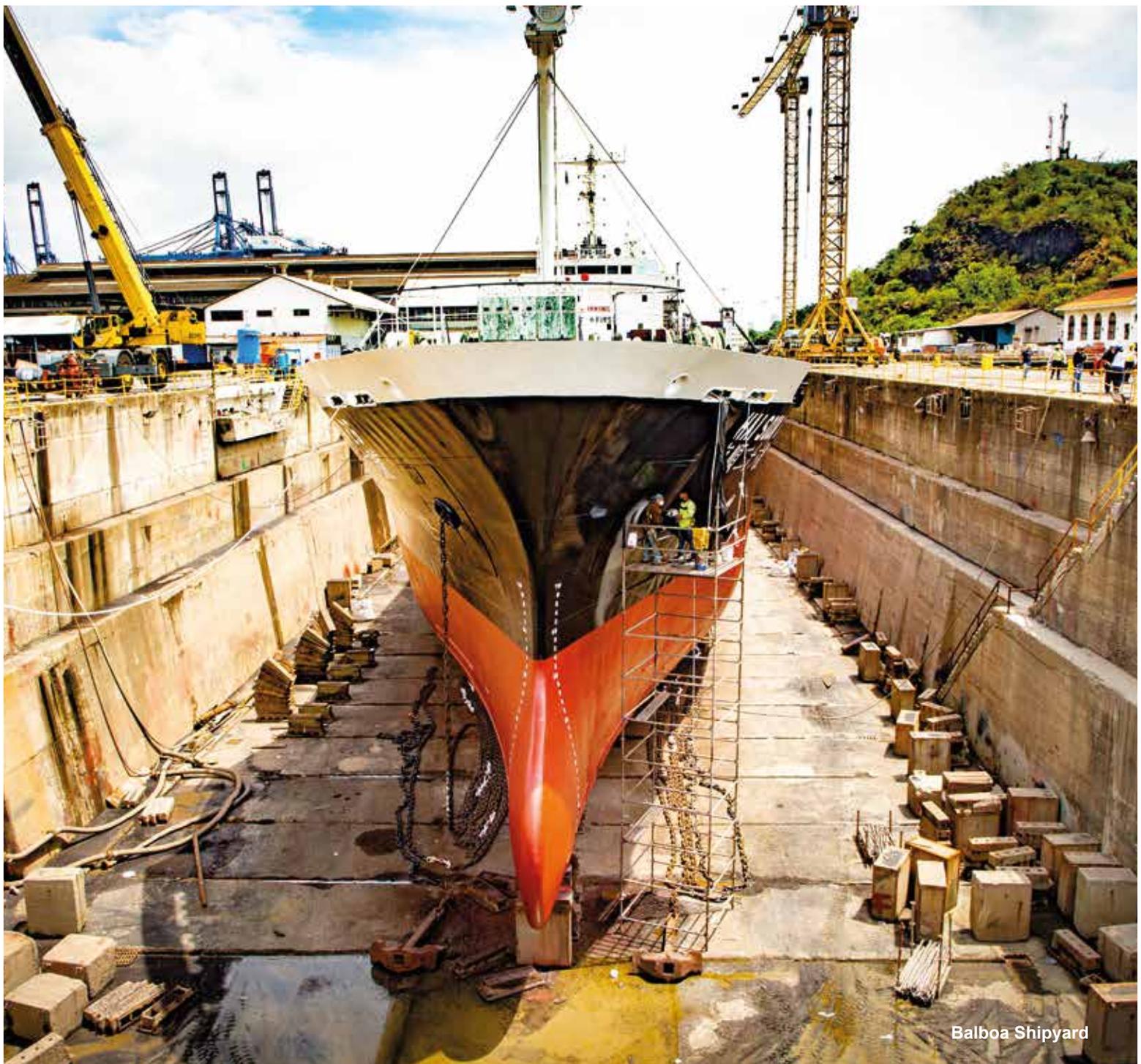




AMP Reports

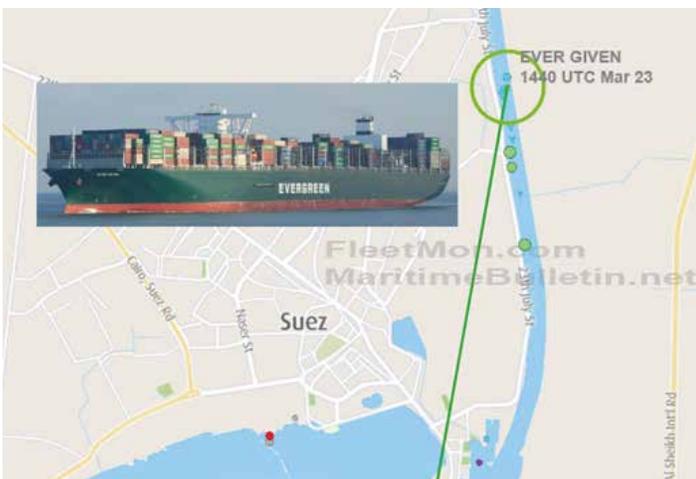
March 2021
Monthly Edition



Informative

AMP IS SEEKING TO DETERMINE THE POSSIBLE CAUSES OF THE STRANDING OF THE EVER GIVEN CONTAINER CARRIER IN THE SUEZ CANAL

Preliminary reports indicate that the ship EVER GIVEN, with IMO number: 9811000, belonging to the Panama Ship Registry, at approximately 5:40 a.m. (UTC) when transiting the Suez Canal, despite strong winds and a sandstorm, with two pilots on board (appointees in Suez), the ship suffered problems with the machine affecting maneuverability, and the reasons that caused such stranding have not yet been determined.



So far there is no contamination or injuries, only some structural damage to the ship.

The Panamanian Registry expressed its concern from the first moment about the condition of the ship and is looking for the best way to solve this situation, taking into account the strategic importance of the place where the incident occurred, for this reason, the team of the Department of Investigation and Maritime Affairs (DIAM) of the DGMM is in constant contact with the ship's operators and with the Egyptian Authority for Maritime Safety (EAMS).

WE CARRIED OUT AN EXTRAORDINARY JOB TOUR FOR THE ISSUANCE OF SEAMAN'S LICENSES IN NATIONAL WATERS IN THE PORT OF COQUIRA

So far, more than 425 people have been trained and about 370 have managed to obtain their national waters seaman's license.

Attendees received training in survival techniques, maritime safety, first aid, prevention and fire fighting, nautical nomenclature and biosafety protocols such as prevention of coronavirus (COVID-19).

After the theoretical training, a practical evaluation was carried out, and the licenses were issued.



On May 24, 26 and 28, 2021, the staff of the General Directorate of Seafarers (DDGM) will be back in the port of Coquira and in Chimán.

This is an example of the importance of the program carried out by the General Directorate of Seafarers (DGGM), which opens doors to seafarers and fishermen, who know the business but do not have their regulatory documents.

Informative

THE PANAMA SHIP REGISTRY ANNOUNCES MARKET CONSULTATION FOR THE PROVISION AND OPERATION OF THE LRIT SYSTEM

The scope of this project is based on obtaining information from companies interested in supplying all the components required to implement the Ship Identification and Tracking Center, in strict compliance with the LRIT standards of the International Maritime Organization (IMO) and other related services including the following:

- Services of national data center of Panama (CND) with recovery facilities in case of disaster.
- Services of Panama's recognized application service provider (ASP), including contracting communications service providers (CSP).

- Services of identification and monitoring of interior service ships.
- Services of identification and monitoring of international service fishing ships.
- Service of Ships background investigation.
- Service of receiving alerts and SSAS tests.

It is the policy of the Panama Maritime Authority to continuously improve its processes and implement best practices, which is why an increase in maritime safety has been provided as a result of the implementation of this system. Thus, it seeks to extend these security measures to the inland service fleet and to all ships that operate in our jurisdictional waters.







**PROVISION AND OPERATION OF THE
LRIT SYSTEM**
 MARKET CONSULTING

For more information, we have enabled a link in
www.amp.gob.pa/consultas-en-linea/marina-mercante/servicios-lrit-consulta-de-mercado/

Announcement

REPUBLIC OF PANAMA
— NATIONAL GOVERNMENT —

PANAMA
MARITIME
AUTHORITY

BICENTENNIAL
Independence of
Panama from Spain
1821 - 2021

22 de march

World
Water
Day

f o t @amp_panama

Achievement

PANAMA CALLS FOR MEDIATION SO THAT MORE THAN 1,500 CREWS FROM DIFFERENT NATIONALITIES CAN BE REPATRIATED

Panama requested the Secretary General of the International Maritime Organization (IMO), Kitack Lim, to be a mediator helping seafarers and ship owners in relation to a crisis with ships that occurs in the Far East.

This situation affects some 74 vessels and more than 1,500 crew members of various nationalities who are confined to their vessels in ports and waters of the People's Republic of China. These vessels are fully loaded with imported coal from Australia.



The facts have been disclosed by different media and although the shipowners have sent requests to the governments of the People's Republic of China and Australia, the condition has not changed.

COMPANIES INTERESTED IN THE BALBOA SHIPYARD VISITED ITS FACILITIES

The Panama Maritime Authority (AMP) conducted a visit to the site by the companies and consortiums, as part of the public contracting process of the Service for the Operation of the Balboa Shipyard, which includes: Renovation, Development and Administration, under the act number 2021-2-03-0-08-LV-008104, which is available on the Panama Compras portal.



The visit was attended by 12 companies, between nationals and foreigners, interested in the public event. We highlight the importance of the shipyard, having the capacity to serve Panamax ships in one of its docks, so it is considered a very important asset for the auxiliary maritime industry.

The homologation meeting of the tender documents for the Balboa Shipyard Operation will be held on April 5 of this year at the facilities of the Panama Maritime Authority.

Informative

REQUIREMENTS FOR INTERNATIONAL WATER LICENSES: YACHT CAPTAIN (UP TO 200 GRT), YACHT CAPTAIN (UP TO 500 GRT), YACHT CAPTAIN WITHOUT TONNAGE LIMIT

The Panama Maritime Authority (AMP), through Resolution J.D. N ° 089-2020 dated Thursday, November 26, 2020, published in the Official Gazette on January 8, 2021, "by which the creation of the auxiliary maritime service for yacht leasing is approved, in order to allow users to rent an unmanned yacht or through a company that can provide the service including the crew", establishes the bases for a business model that will allow yacht owners as well as operators to receive income through another economic modality.



Only in the Eastern Caribbean corridor, around 10,000 sailboats and yachts circulate annually, which is why it is estimated, according to calculations by the Caribbean Tourism Organization, that in the next 5 years, this market will have a growth close to 30%, which will be reflected in the increase of the Yacht Charter.

The requirements established by the Panama Maritime Authority for the issuance of licenses for

seafarers in International Waters are based on compliance with international standards established in response to the International Convention on Training, Certification and Watchkeeping of Seafarers, as amended (STCW' 78, as amended), based on the training needs of seafarers.

Among the current licenses that can be processed are: Yacht captain / pleasure ship up to 200 GRT (gross registered tons); Yacht master up to 500 GRT (gross registered tons); Yacht captain with no tonnage limit.

General requirements for all International Waters licenses:

Application for certificates and endorsements for seafarers (duly completed and signed by the applicant in black ink.

One (1) color photograph, 4 x 4 cm (shoulders and face exposed, no hat, white background) taken recently (no more than six (6) months), attach it to the application form.

Seafarers who present the request in person to the Customer Service Office of the Panama Maritime Authority located in the Republic of Panama or in Consulates, must skip the first and second step, since the photo and signature will be captured in our office.

Original document: valid passport (for foreigners) or valid personal identity card (for Panamanians). Medical Certificate in accordance with Regulation I / 9 of STCW'78, as amended, and with MLC 2006 (original document).

All applications presented to the Certification Department (General Directorate of Seafarers of

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the Panama Maritime Authority, main offices in Panama) has a cost of US \$ 8.00, through the stamping by a franking machine [based on Article 55 of Law No.8 of the March 15, 2010] or payment at the General Directorate of Income (DGI) offices of the Ministry of Economy and Finance (bring receipt). In the case of consulates / authorized offices, an additional US \$ 10.00 will be charged for the handling of each process (review and handling of documents by the service).



Technical requirements according to tonnage: Yacht master up to 200 GRT (gross tonnage)

Current Certificate of Competence as Officer in Charge of the Navigation Watch up to 500 GRT or current Certificate of Suitability or Yacht Captain Course issued by a Training Center authorized by a Maritime Administration within the IMO White List and without restriction by the Panama Maritime Authority or License as a Yacht Officer / Yacht Skipper with 12 months of experience.

IMO 1.13- First Aid-Basic knowledge.

IMO 1.19- Personal survival techniques.

IMO 1.20- Prevention and fight against fires.

IMO 1.21- Personal safety and social responsibilities.

Technical requirements according to tonnage: Yacht captain up to 500 GRT (gross tonnage).

Current Certificate of Competence as Officer in Charge of the Navigation Watch up to 500 GRT or Current Certificate of Suitability or Yacht Captain Course or License as a Yacht Officer / Yacht Skipper with 12 months of experience.

Employment letter, requesting the position.

IMO 1.13- First Aid-Basic knowledge.

IMO 1.19- Personal survival techniques.

IMO 1.20- Prevention and fight against fires.

IMO 1.21- Personal safety and social responsibilities.

First bridge sailor course, Regulation II / 5 or Sailors who are part of the Navigation Watch, Regulation II / 4 or Certificate of Competence in force as Officer in charge of the Navigation Watch over 500 GRT. 12.8. IMO 1.25- GMDSS general operator title.

IMO 1.23- Sufficiency in the handling of survival boats and rescue boats (other than fast rescue boats).



IMO 2.03- Advanced training in fire fighting.

IMO 1.14- First sanitary aid.

Informative

IMO 1.07- Radar navigation, radar plotting and use of APRA - Radar navigation at the operational level.

Yacht captain: no tonnage limit

Current Certificate of Competence as First Deck Officer (Regulation II / 2) or Certificate of Suitability or License as Yacht Officer / Yacht Skipper with 12 months of experience of up to 500 GRT.

Employment letter, requesting the position.

IMO 1.13- First Aid-Basic knowledge.

IMO 1.19- Personal survival techniques.

IMO 1.20- Prevention and fight against fires.

IMO 1.21- Personal safety and social responsibilities.

First deck sailor course, Regulation II / 5 or Sailors who are part of the Navigation Watch, Regulation II / 4 or Certificate of Competence in force as First Deck Officer (Regulation II / 2).

IMO 1.25- GMDSS general operator title.

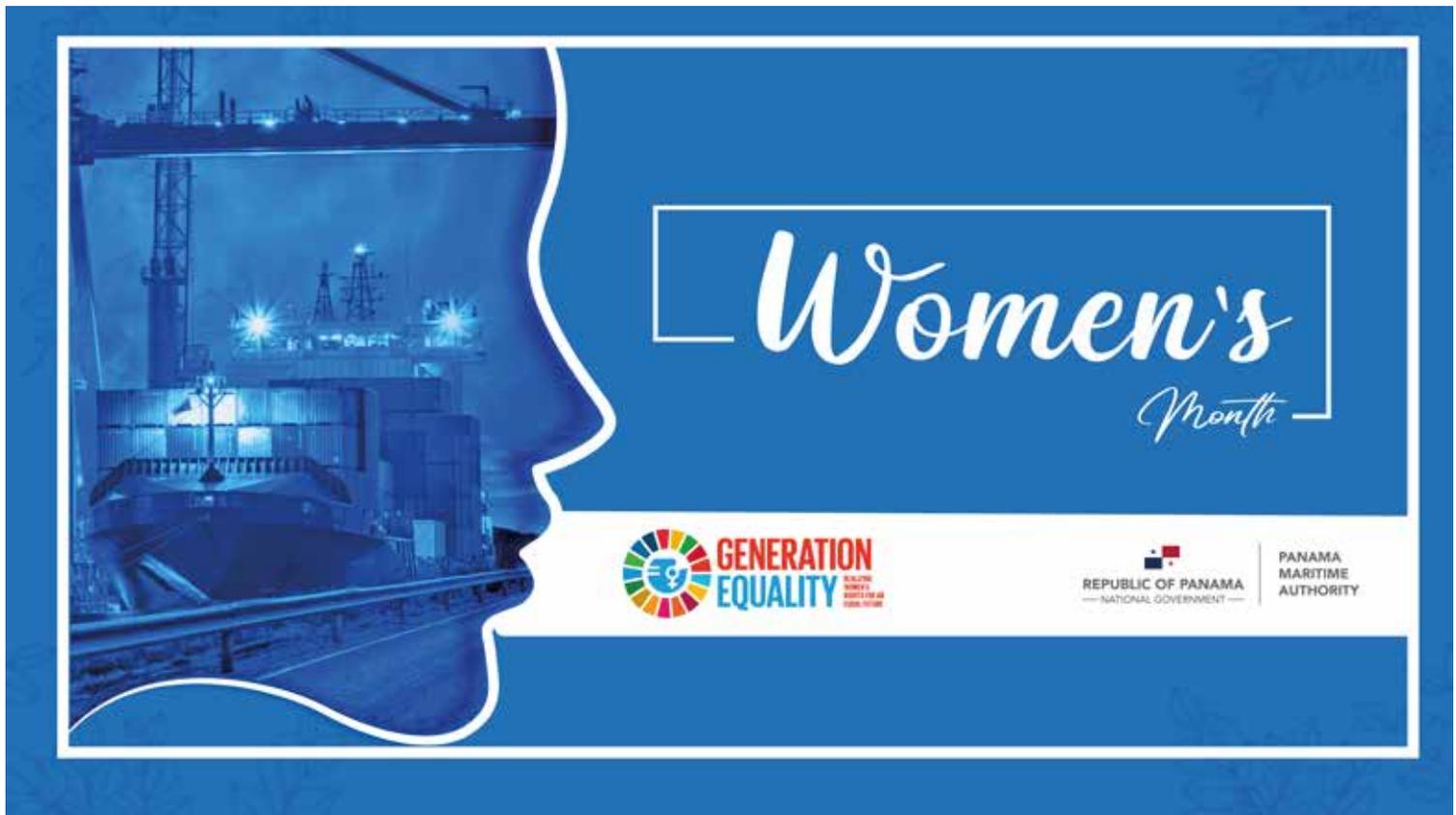
IMO 1.23- Sufficiency in the handling of survival boats and rescue boats (other than fast rescue boats).

IMO 2.03- Advanced training in fire fighting.

IMO 1.14- First sanitary aid.

IMO 1.08- Radar, APRA, teamwork on the bridge and search and rescue - Radar navigation at the management level.

Certificate of suitability: Document issued by a Maritime Administration that accredits this position.



Announcement



PANAMA MARITIME AUTHORITY



Congratulations to **Colón City** For its **169 years** of Foundation



Founded on February 27

Facebook, Instagram, Twitter, YouTube icons @amp_panama